

US-2 RECONSTRUCTION BESSEMER: 2021-2022



The Michigan Department of Transportation (MDOT) will be reconstructing US-2 in Bessemer. The project will combine needed road work and storm sewer improvements with the city of Bessemer's project to replace aging city sanitary sewer and water main.





US-2 will be reconstructed from the Powdermill Creek bridge east to Old US-2 in the city of Bessemer.

PROJECT DETAILS

- Where:** US-2 from Powdermill Creek bridge to about 1300' east of Cedar Avenue
- Design:** Plans are being finalized; targeting a January bid opening.
- Construction:** June 2021- October 2022
- Construction cost:** \$10.4 million: \$8.85 million MDOT plus \$1.55 million city
- Funding:** MDOT – State/Federal funds
City – city/USDA funds
- City work:** Water main and sanitary sewer replacement

Where: US-2 from the Powdermill Creek bridge easterly to approximately 1300' east of Cedar Avenue (easterly roadside park).

US-2 will be reconstructed from the Powdermill Creek bridge easterly to Old US-2 in the city of Bessemer. Pavement reconstruction west of town will include the lowering of the hill near Marshalek Road. Additional cold milling and pavement resurfacing will take place between Old US-2 and the easterly roadside park east of Bessemer to address lane transitions between the curb and gutter area and the existing five lane highway east of town.

Design: Plans are getting finalized targeting a January bid opening.

Plans are getting finalized targeting a January bid opening. MDOT is coordinating closely with the city's utility design consultant C2AE to incorporate city utility improvements into the MDOT road plans.

Construction: June 2021 through October 2022.

Road work is expected to begin in June of 2021 with the reconstruction of US-2 between the Powdermill Creek bridge and Mill Street on the west side of Bessemer. Pavement reconstruction on the east end of Bessemer between Beecher Street and Old US-2 will also take place in 2021. The pavement reconstruction between Mill Street and Beecher Street will take place in 2022 utilizing a

detour of eastbound traffic. Additional milling and resurfacing east of Old US-2 will take place in late 2022.

Construction Cost: \$8.85 million MDOT plus \$1.55 million city = \$10.40 million

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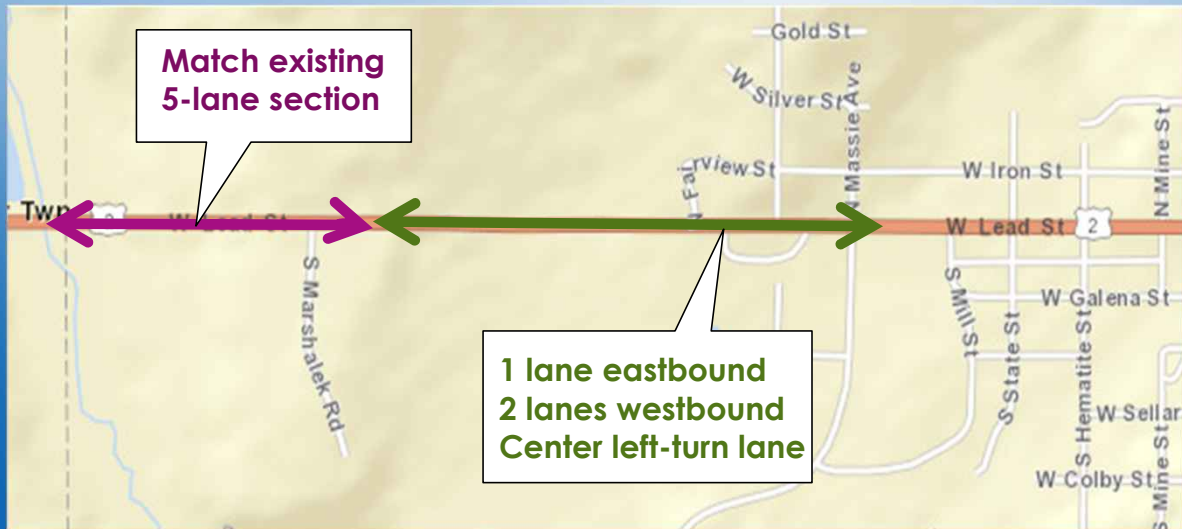
City Work: Water main and sanitary sewer replacement

Water main and sanitary sewer replacement in the US-2 corridor will be included in the MDOT road reconstruction between the Powdermill Creek bridge and Old US-2. Additional city water main and sanitary sewer work will be performed on city streets by separate contract, and will be coordinated with the US-2 work and detour route needs.

LANE RECONFIGURATION

This project will include several lane reconfigurations on different segments of highway.

LANE RECONFIGURATION



Basic lane configurations:

- Match existing five-lane section from the Powdermill Creek bridge easterly to approximately 700' east of Marshalek Road.
- One lane eastbound and two lanes westbound from 700' east of Marshalek to approximately 200' east of Massie Ave., with center left turn lane.

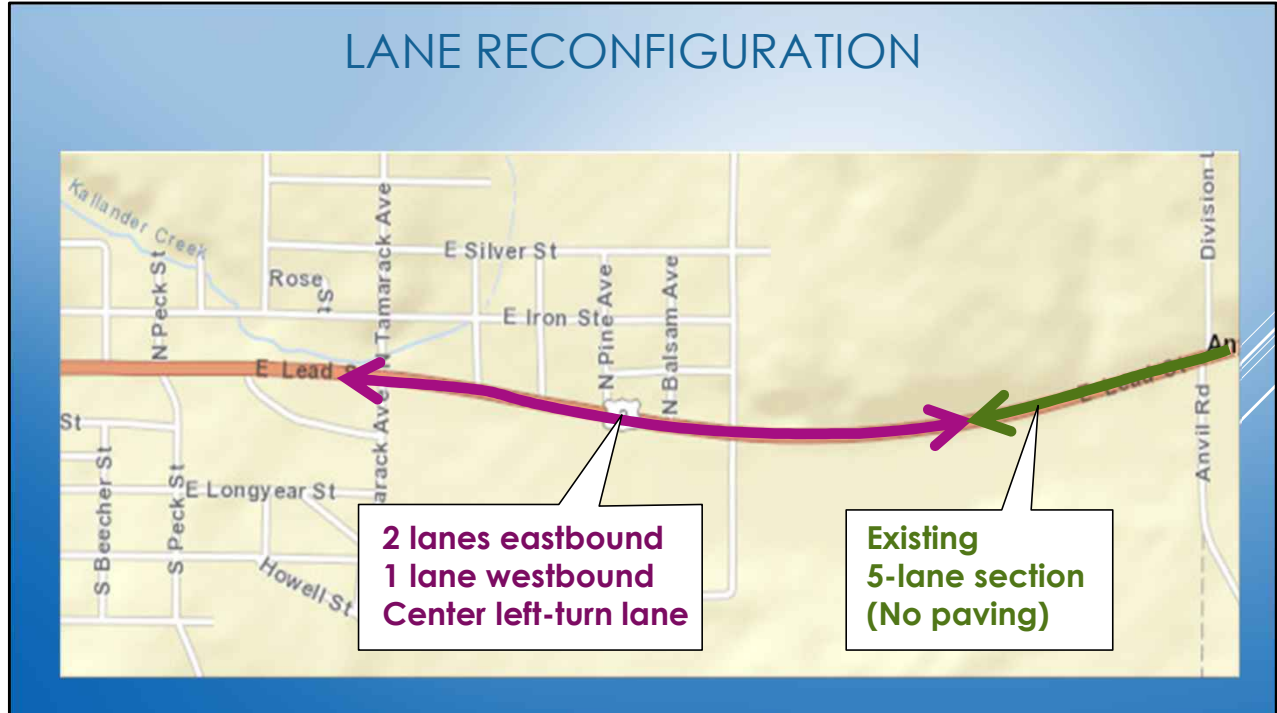
LANE RECONFIGURATION



Basic lane configurations:

- Three-lane cross section from 200' east of Massie Ave. to 500' west of Tamarack Ave.

LANE RECONFIGURATION



Basic lane configurations:

- Two lanes eastbound and one lane westbound from 500' west of Tamarack Ave. to approximately 100' east of the east entrance of the westerly roadside park, with center left turn lane.
- Match existing five-lane section from the westerly roadside park easterly.

LANE RECONFIGURATION



These photos show the current lane configuration and a rendering of the future lane configuration

HISTORICAL CONSIDERATIONS

HISTORIC PROPERTIES AND CONSIDERATIONS

- ▶ A.D. Johnston School was studied as part of the project
- ▶ Eligible for listing in the National Register of Historic Places
- ▶ No adverse impacts on the school.



Source: www.marylmartin.com

The A.D. Johnston School was studied as part of the overall US-2 reconstruction and was determined to be eligible for listing in the National Register of Historic Places. Because this is a federal aid project, MDOT consulted with the State Historic Preservation Office to discuss potential impacts. It was agreed the project would not pose an adverse effect to the school.

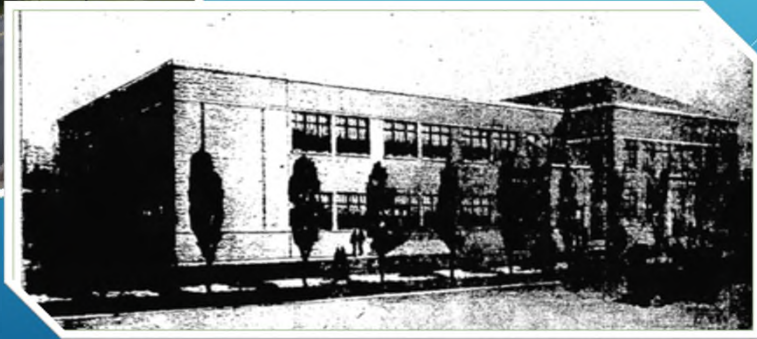
HISTORIC PROPERTIES AND CONSIDERATIONS



Source: <https://picclick.com/Bessemer-Michigan-High-School-Roll-of-Honor-Under-Flag-Pole-1950s-303622817685.html#&gid=1&pid=1>

The original A. D. Johnston school was built in 1907-1908 to replace the overcrowded high school. It was designed by one of Michigan's leading architects, Marquette based D. F. Charlton. The school was named to honor Albert D. Johnston, a prominent local businessman and civic leader.

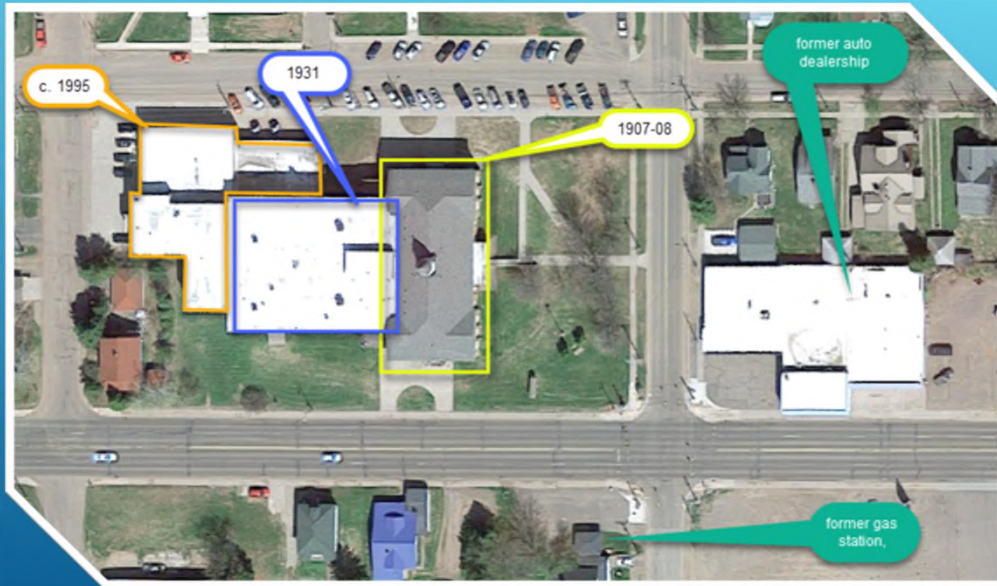
HISTORIC PROPERTIES AND CONSIDERATIONS



Source: Bessemer Herald, April 24, 1931, p. 1

A view of 1931 and mid-1990s additions, from eastbound US-2. To the right is an architect's rendering published in April 1931.

HISTORIC PROPERTIES AND CONSIDERATIONS

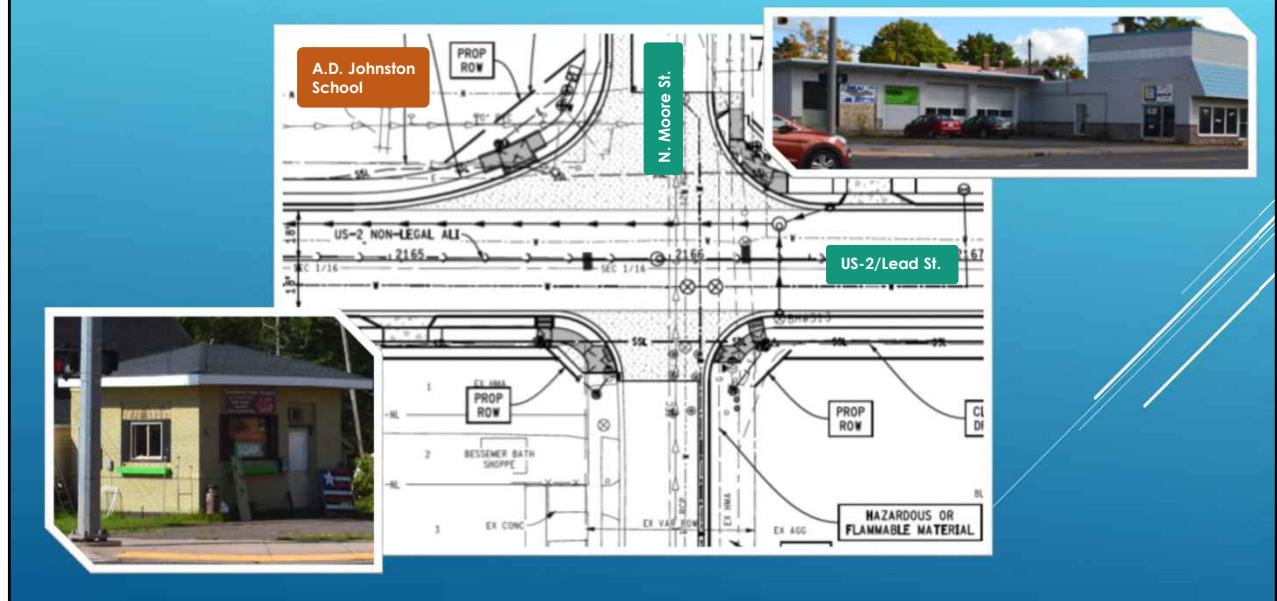


Bessemer schools were facing overcrowded conditions again by the late 1920s. In 1931 the first addition was added at the back of the original school. It was designed by Duluth architect Peter M. Olsen. A boiler house was added on the north side of the addition in 1957. The school was expanded again in the mid-1990s to accommodate the consolidation of the high school and junior high school.

NE quad, 102 E. Lead St., formerly Bessemer Auto Sales (Ford), building is not National Register eligible.

SW quad, 101 W. Lead St., built in 1925 as a Standard Oil affiliated gas station, building is not National Register eligible.

HISTORIC PROPERTIES AND CONSIDERATIONS



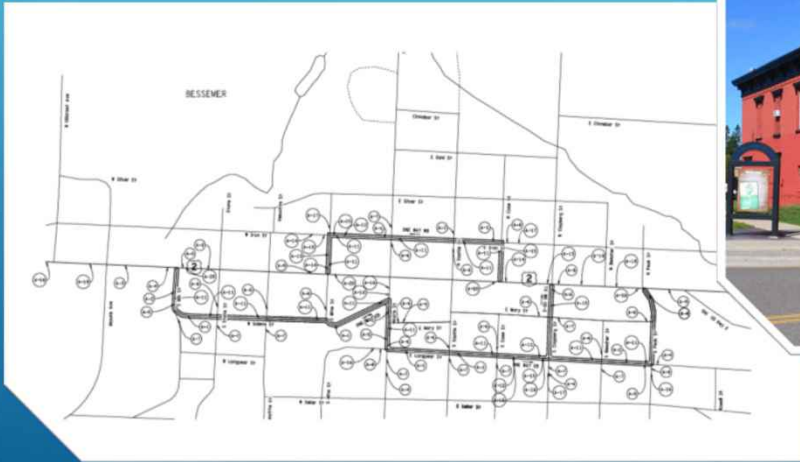
MDOT's US-2 reconstruction project will include radii improvements at the Moore Street intersection. The work at the northwest quadrant will ease truck turning movements but will impact the corner of the A.D. Johnston school's lawn. As mentioned earlier, because the school is historic, MDOT consulted with the State Historic Preservation Office to discuss potential impacts. It was agreed that the work was minor enough that it would not adversely effect the qualities that make the school historic. That was good news, but because the project would acquire permanent right-of-way from the school, and because federal funds are in play, MDOT was required to request a finding of *de minimis* impact through the Federal Highway Administration. This process requires offering the public an opportunity to comment. Work at the other quadrants also require permanent right-of-way but will not impact historic buildings. NE quad: 102 E. Lead Street, formerly Bessemer Auto Sales (Ford), building is not National Register eligible. SW quad: 101 W. Lead street, originally a Standard Oil filling station, is not National Register eligible. The SE quad is currently a paved lot, without any buildings.

HISTORIC PROPERTIES AND CONSIDERATIONS



While the streetlight, signal pole, and tourist-oriented sign will need to be relocated, the project will have minimal impact on the school's setting.

HISTORIC PROPERTIES AND CONSIDERATIONS



The detour route will be of relatively short duration and temporary impacts. The route, and anticipated improvements, will not adversely effect historic resources. Of note is the Pit Stop Restaurant, 120 S. Sophie. Built in 1888, served until 1937 as City Hall and Fire Hall. Was owned by Chicago & Northwestern RR, leased to the city. In 1937 the railroad sold the property to Irwin J. Neault on February 17, 1937. Irwin J Neault was a mayor of Bessemer in the 1930s, 1940s, early 1950s; Gogebic Co. Sheriff 1950s. Neault operated a service station (gas/oil/repairs) in the building for many years; he also owned a REO dealership in Marquette. Neault's son, Irwin J., was also politically active, serving as mayor 1965-1967.

MAINTAINING TRAFFIC

Maintaining traffic through the duration of the project will require several stages over the course of two years. This staging involves temporary widenings, temporary signals, directional detours, lane shifts and traffic regulator operations.



4 MAJOR STAGES PLANNED OVER 2-YEAR PERIOD

► Stage 1 (2021)

- Construct temporary widenings on East and West ends of town
- Use portable temporary signal systems for short durations
- Reconstruct North side of US-2 first, then South side on each end of town
- Finalize improvements and upgrades along proposed detour routes
- Some areas of widening will remain for duration of winter
- US-2 will revert to 4-Lane configuration (2 lanes operating in each direction)
- Stage 1 involves three sub-stages

Detour route pavement conditions have been reviewed and needed improvements have been agreed upon by MDOT and city of Bessemer officials. Prior to implementation, the detour route will also be videoed for reference and review of pavement conditions post-detour.

Portions of the detour routes will be reconstructed in 2021 as part of the city-wide water and sewer replacement project, prior to the implementation of the detour. Other portions of the detour route will require rehabilitation in 2021 to improve pavement condition prior to the implementation of the detour in 2022. There are also portions of the detour in good current condition that will receive an overlay after traffic is returned to US-2.

Several intersection quadrants will require curb removal and temporary asphalt paving to accommodate truck turning movements. The asphalt widening will be minor and within city street right-of-way. These intersection curb radius areas will be restored with new concrete curb and sidewalk as applicable upon completion of the detour. Intersection quadrants include SW quadrant of Galena and South Moore, NW quadrant of Longyear and Clayberg, and NW quadrant of Longyear and Peck.

4 MAJOR STAGES PLANNED OVER 2-YEAR PERIOD

► Stage 2 (2022)

- Initiate detour for Eastbound US-2 traffic
- Parking will be permitted on one side of most streets along the detour
- Westbound US-2 traffic will remain in a single lane within existing roadbed
- Reconstruct North side of US-2 first, shift traffic to complete South side
- Short duration detour for Westbound US-2 (reconstruct Mine to Case Street)
- Remove both detours and temporary widening areas
- Stage 2 involves four sub-stages

4 MAJOR STAGES PLANNED OVER 2-YEAR PERIOD

► Stage 3 (2022)

- Traffic flows 1 lane in each direction during milling operations
- Work is on East end of project; North side will be completed first
- Stage 3 involves two sub-stages

► Stage 4 (2022)

- Use traffic regulators to complete top course paving & remainder of work
- Complete remainder of surface upgrades along city streets

2021 CONSTRUCTION SEASON – STAGE 1

▶ Stage 1A

- ▶ West End: Construct temporary widening along South side from curbed section to Massie St.
 - ▶ Provides for 1 lane of travel in each direction during Stage 1B
 - ▶ West bound remains in original traffic configuration, Eastbound is reduced to 1 lane

▶ Stage 1B

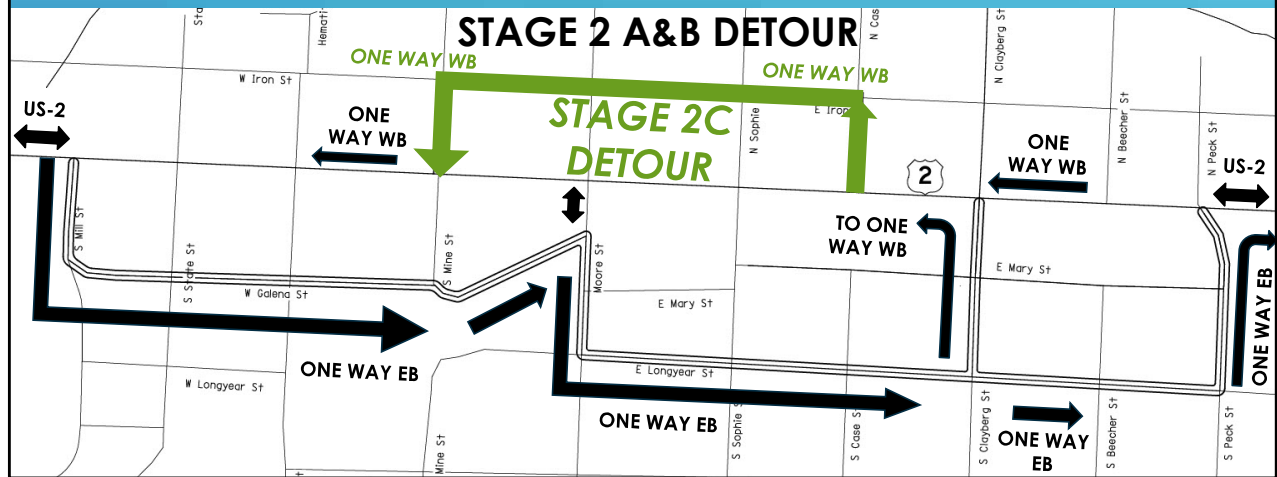
- ▶ Reconstruct North side of US-2 from Powdermill Creek bridge up to State Street
- ▶ Construct temporary widening on North side; Massie to State (West); Beecher to Old US-2 (East)
- ▶ Erect temporary concrete barrier West of Mill Street
- ▶ Shift 2-way traffic South; Reconstruct US-2 (North side) via temporary signals
 - ▶ Massie to State (West); Beecher to Old US-2 (East)

▶ Stage 1C

- ▶ Reconstruct South side of US-2 from Powdermill Creek bridge up to State Street
- ▶ Remove initial temporary widening from Stage 1A
- ▶ Construct temporary Widening on South Side; Massie to State (West); Beecher to Old US-2 (East)
- ▶ Shift 2-way traffic North; Reconstruct US-2 (South Side) via temporary signals
 - ▶ Massie to State (West); Beecher to Old US-2 (East)

MAINTAINING TRAFFIC SCHEMES

- ▶ Stage 1 also involves modifications & radii improvements along proposed detour routes as part of city infrastructure improvements and MDOT surface upgrades for future stages
- ▶ US-2 returns to original traffic configuration during winter months (2 lanes in each direction)
- ▶ Temporary widenings North & South - Massie to State (West); Beecher to Old US-2 (East)



2022 CONSTRUCTION SEASON – STAGE 2

▶ Stage 2A

- ▶ Reconstruct North Side of US-2; State St. to Mine (West); Case St. to Beecher (East)
- ▶ Eastbound US-2 traffic will be on South detour
- ▶ Westbound US-2 traffic will flow in 1 lane along the South side of existing US-2

▶ Stage 2B

- ▶ Reconstruct South side of US-2; State St. to Mine (West); Case St. to Beecher (East)
- ▶ Eastbound US-2 traffic remains on South detour
- ▶ Westbound US-2 traffic will flow in 1 lane along the North side of US-2

▶ Stage 2C

- ▶ Reconstruct US-2 from Mine Street to Case Street
- ▶ Eastbound US-2 traffic remains on South detour
- ▶ Westbound US-2 traffic will flow along the North detour

▶ Stage 2D

- ▶ Shoulder work to remove temporary widening constructed as part of Stage 1B & 1C
- ▶ Remove detours for both Eastbound & Westbound US-2 traffic

2022 CONSTRUCTION SEASON – STAGES 3 & 4

- ▶ Stage 3A (Work near Easterly project limits – NO DETOURS)
 - ▶ Coldmill North side first; US-2 traffic will be 1 lane in each direction on South side
- ▶ Stage 3B
 - ▶ Coldmill South side; US-2 traffic will be in 1 lane in each direction on North side
- ▶ Stage 4 (all traffic on US-2, NO DETOURS)
 - ▶ Complete top course paving using traffic regulators
 - ▶ Complete remainder of work activity
- ▶ City street upgrade priority is based upon condition (before or after reconstruction)
- ▶ Cost participation will be shared (based upon work operations)

CONTACT AND FEEDBACK

Looking for a printed copy of this presentation?
Want more detailed project drawings?
Would you like to provide feedback?

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[Project website](#)
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Thanks for taking the time to get the details on this major upcoming project.